UNDER STARS AND STRIPES. THE NEW-YORK NOW PROUDLY BEARS THIS NATION'S ENSIGN.

PRESIDENT HARRISON RAN UP THE COLORS-PROMINENT PEOPLE TAKE PART IN IM-PRESSIVE CEREMONIES.

weather yesterday was about as inauspiious as could well be imagined for so noteworthy emony as that which took place at halfpast 2 o'clock on the deck of the famous ocean the City of New-York in the harbor off Battery. But an American fiag never before breeze with so much eagerness to get into ctive service as the symbol of a great triumbh in Sational, patriotic achievement, as that which asaded to the masthead of the big steamship unor the guiding hand of Benjamin Harrison, Presient of the United States. Nor did the colors hang odestly and coyly and limply when they reached place at the summit of the mast. They emed themselves inspired by the occasion, and ith a graceful flutter, as if waving a salute to the people below, smoothed out the wrinkles that and accumulated in the process of uplifting, standing straight out in the wind proceeded rith the great work in hand of emphasizing and gnetuating an epoch in the history of the Nation. and of accentuating the long restrained rights of that Nation to an honored place upon the seas.

The fleree snow and sleet storm which had prealled all night long showed signs of abatement shortly after dawn yesterday. The New-York ad been lying at her pier on the North River front, and it was Captain Jamison's intention to start at 8 o'clock to take a position off the Battery. The thickness of the weather, however, caused him to wait until the fog cleared, and it was not until 10:43 o'clock that the New-York anchored between the Battery and Island The Naval Reserve, consisting of a battalion of thirty men under Commander J. W. Miller, but under the immediate section of Adjutant and Lieutenant George Edward Kent, took up their positions on the ship as rusrds and patrolmen. A battalion of the Pennglyania Naval Reserve, consisting of twenty-five men under Lieutenant-Commander Wright, arrived as aides to the Lieutenant-Governor of Pennsylvanis, in the absence of Governor Pattison, who was unable to come. Commander Miller directed Lieutenant Forshaw and a suitable guard to rewive the President, Lieutenant Greene was appointed a special aide to the President, Lieuam But'er Duncan as aide to the Secretary of the Navy, and Lieutenant Stayton to Governor Flower. His Excellency however, to attend, assigning important official dupressure of important official du-Clement A. Griscom, president of the American Steamship Line, was under the care of Paymaster Agar. An official inspection was made of the New-York with a view to making a report in writing within ten days as to the pos-

sibility of fitting her out for torpedo service and

with ordnance, and for determining her capacity

The steamboat Howard Carroll, belonging to the Starin Line, had been engaged to convey the invited guests to the New-York at her place of chorage in the harbor. She was stationed at Pier 43, North River, from which place she moved for the Battery shortly after 12 o'clock. No one was admitted to the boat except on special card Upward of 500 persons, despite disagreeable weather, availed themselves of opportunity to be present. One of the first to reach the pier was the venerable John S. T. transhan, of Brooklyn. Among others on the oat were ex Senator Warner Miller, Mayor ffiroy, ex-Mayor Grant, John H. Starin, Collector Hendricks, Cornelius N. Bliss, Andrew Carwele Governor Werts, ex-Governor George A. Halsey, Garret A. Hobart and John Kean, jr., of New-Jersey: Mayor Wanser, of Jersey City: General Horace Porter, George F. Baker, Henry W. Cannon, Robert Sewell, George Rutledge Gibson, Robert O. Porter, ex-Congressman John M. Forquhar, of Buffalo; George Wilson, secretary of the Chamber of Commerce; E. P. Skinner, Henry W. Bookstaver, John G. Moore, Congressman W. Bourke Cockran, Bernard Biglin, Walter R. T. Jones, Congressman J. J. Belden, W. H. T. Hughes, Vernon H. R. Brown, R. J. Cortes, Murat Hal-sted, A. A. Raven, Surveyor Lyon, John W. Doddsworth, Dr. Jenkins, health officer; George Hall, of Hollins & Hollingsworth, Wilmington, Del.; L. E. Boaz, agent of the Hamburg-American Line: J. V. die, secretary of the New-York Yacht Club; O. A Taylor, agent of the Fall River Line; Herold also and Oswald Sanderson, George H. Daniels, John D. Crimmins, Ambrose Snow, Ferdinand P. Earle, Aaron Vanderbilt, Judge Henry L. Gildersleeve, Stephen W. Carey, O. J. Geor, R. M. Galloway, exgressman McAdoo, of New-Jersey; William J. Freyer, Cornelius O'Reilly, General Charles H.

J. Freyer, Cornellus O'Reilly, General Charles H.
T. Collis, Henry E. Abbey, R. B. Van Emburgh, exCollector Joel B. Erhardt, Edward Burwind,
Commissioner Daly, W. F. J. Hurst, Frank R. Gardner, Deputy Collectors Couch and Dunn, Naval
Officer Theodore B. Willis, Inspectors of Steamships T. H. Barrett and Samuel J. Fairchild
Two special trains left Philadelphia, one at
8:29 and the other at 9:30 o'clock, containing
officers of the Pennsylvania Railroad Company and
havited guests of the International Navigation
Company. Among those on board were President
George B. Roberts, Vice-President Frank Thomson
and General Manager Charles E. Pugh, of the
Pehnsylvania Railroad Company: Henry D. Welsh,
Amos R. Little, Robert C. Ogden, William H.
Hurley, H. H. Houston, George Wood, ex-Julze
Edwin M. Paxson, Judge Williams, of the Supreme
Court of Pennsylvania; Judge Michael Arnold, of
the Fhiladelphia Court of Common Pleas; Samuel
Wanamaker, George C. Thomas, John Baird, Edwin S. Smith, James Elverson, of "The Inquirer,"
and F. MeLaughlin, of "The Times."

A delegation was on the way representing the
highbuilding interest at Bath, Me., but at Sandy
Hook, Conn., the train was delayed by the storm,
and, finding they would be unable to reach here.

How, THE ACCIDENT WAS CAUSED.

and, finding they would be unable to reach here. the Maine men telegraphed their congratulations the company and their regrets at being unable to attend the ceremonies. These accepting the laviation from that place were Charles E. and has M. Hyde, Arthur Sewall, Galen C. Mises, Carls R. Hanseom, J. R. Andrews, F. B. Torrey And J. W. Wakefield.

passage of the Howard Carroll down the om Pier No. 43 was in the face of a flerce what and a driving snow squall, and the conlewheels was like the sound of booming cannon. verybody huddled within the cabins, not even turing upon deck until the steamboat came side of the New-York, which rested at anchor with her stern toward the Battery. Near the sey shore lay the cruiser Chicago, her white sides only dimly visible through the sheets of falling snow. She had steamed from the Navy Yard, where she was almost frozen to her berth. and had taken her position in the stream to fire salute when the President should raise flag on the New-York. There was little on in the river visible from the deck of the American Line steamer. The emigrant boat, as A. Fletcher, which had just landed the Naval Reserve, backed off to permit the passen-gers on the Carroll to board the ship. In the ne the Sam Sloan fleated lazily, as she had een assigned to bring the President and his party from the Jersey City shore and was wait-ing for the hour to come when she should go upon her mission. The guard of the Naval Re-

DEATH RODE ON ICY RAILS. FOUR PEOPLE KILLED IN A COLLISION IN

PHILADELPHIA.

THE WASHINGTON EXPRESS ON THE PENNSYL VANIA CRASHES INTO AN ACCOMMODATION -THE ENGINEER COULD NOT STOP-

> THE PRESIDENT'S TRAIN DELAYED.

Philadelphia, Feb. 22.-The northbound Southern extrees on the Pennsylvania Railroad, from Washington for New-York, crashed into the Morton, Penn., accommodation train, from the central division of the Philadelphia, Wilmington and Baltimore road, at South-st. station, in this city, at 10:35 o'clock this morning. Three cars of the accommodation train were wrecked and four people were killed. Fifteen others were injured, none dangerously. Following are the names of the killed and injured:

THE KILLED. MINTZER, E. L., of Media, Penn.
MINTZER, Mrs. E. L., of Media, Penn.
REEVES, Miss Maria R., of Media, Penn.
WALKER, the Rev. James, of Lenni, Penu. THE INJURED.

ARMOUR, A. R., of Media.
ARMOUR, Mary G., of Morton.
HAINES, George W., of Media, Penn.
HILLBORN, Miss Rachel, of Swarthmore. HUNTREY, J. H., of Swarthmore KARCHER, Miss Kate, of Morton. LINDERMUTH, Mrs. W. H., of Morton, MCALEEF, Francis, of Clifton Heights, PURCHASE, H. W., of Lansdowne. SERVAN, Harry; a school-boy, his residence unknown

TURNER, George. WALKER, Mrs. James, wife of the Rev. James Walker. who was killed. WIZEMAN, the Rev. Jacob, of Clifton Heights.

ZANE, Miss Genevieve, of Swarthmore, Peni The President was on a special train following the express. His train was delayed about

half an hour and then went on to New-York. The accommodation train was crossing a switch to pull into South-st. station. All the cars but the last one had crossed when the express came rushing down the track and struck the local passenger car that was upon the switch full in the mildle The express was made up entirely of heavy Pullmans and the light passenger car was burled fifty feet from the track, broken and smashed by the terrible force of the blow.

The tracks of the Central Division and the main line cross at this point, the trains on the former running into the Thirty-second and Chestnut-st station, and those on the latter running into Broad-st, station. The accommodation had the right of way, the express being blocked, but owing to the slippery condition of the tracks the engineer of the express was unable to control his

The express train escaped injury and the engineer immediately stopped his train. The crash of the trains and the screams and shricks of the aniortunate people pinned down beneath the broken timbers of the wrecked car speedily attracted an excited crowd to the scene. The Twenty-first District Police Station is but a few squares from the place where the accident occurred. and a squad of officers were soon on the scene The work of extricating the injured passengers was soon accomplished. The hurt were hurried to the University Hospital, two blocks away, and their injuries attended to.

No one on the express was injured, and the engine was damaged so slightly that it proceeded to New-York with the train half an hour afterward, when the tracks had been cleared. The killed and injured were confined to the third car of the accommodation, and this was completely wrecked.

The Rev. James Walker, one of the victims of the disaster, was the rector of Calvary Protestant Episcopal Church, at Rockdale, Delaware County, near Lenni Station, where he had lived for a dozen years. He was fifty-five years old, and was well and favorably known by the clergymen of the diocese. Mr. Walker and his wife occupied a seat in the centre of the passenger coach on the side where the consision occurred, with Mr. Walker occupying the seat next to the window. and when the crash came he was instantly killed by a sirver from the side of the car, which struck him in the stomach, disembowelling him. Mrs. Walker was thrown from her seat by the collision and dashed against the rails of the seat on the opposite side of the car, and received a severe sealp wound. It was also stated at the University Hospital, whither she was removed, that she had sustained internal injuries.

Edward L. Mintzer, jt., who was instantly killed, was about forty-five years old, and was the trust officer of the Real Estate Investment Company, of this city. The death of Mr. Mintzer was outright, its head being actually severed from his body. Mrs. Mintzer, who was sitting by his side in the car, was also instantly killed, and her head severed from her body. Their tea-

HOW THE ACCIDENT WAS CAUSED. WHAT SOME OF TROSE ON THE TRAIN SAY-THE LOCAL CUT IN TWO.

An official of the Senate, who was on board of the first section of the President's train, tells the following

story of the trip:

"It is not unusual for President Harrison to rise at 6 o'clock in the morning. He has done that fre-quently when off on his hunting expeditions, but it was unusual for the large number of prominent men who gathered at the Washington station of the Pennwhich came from Washington was made up largely of members of the House of Representatives. They had not found it hard to gather at the railway station at that hour, however, although it was unusual for them to be up and dressed so early. The House was under call of the members, and the sergeant-at-arms had held them in the chamber under lock and key. However, an agreement was made about an hour before started which dissolved the deadlock and enabled many of the members to reach the station, tired sleepy, unshaven and hungry, just in time to board

"The President was accompanied by Major E. W. Halford, his private secretary; Charles Foster, Secretary of the Treasury; John Wanamaker, Postmaster-General; General Rusk, Secretary of Agriculture; Secretary Elements and Proposition of the New Secretary of the New Secr hins and Benjamin F. Tracy, Secretary of the Navy. Among the others who made up the party were sens tor W. D. Washburn, Representatives Hemphill, of South Carolina; Atkinson, of Pennsylvania; Buchanan, of New-Jersey; Boutelle and Dingley, of Maine; Alvey A. Adee, Second Assistant Secretary of State; James R. Soley, Assistant Secretary of the Navy; Captain Samuel R. Lemly, Judge Advocate General of the Navy; General Batcheler, Quartermaster-General of the United States Army; Frank Hatton, ex-First Assistant Post-

naster-General and Editor of "The Washington Post": Major John Carson and Edward O'Brien, Commi

"The party was so large that two trains of Puliman drawleg-room coaches were made up. The President section, which followed the first section after an in terval of fifteen minutes. Breakfast was served on the train. There was nothing eventful in the trip until the first section reached the South-st. station in Philadelphia A mile or so from this station the engine had been changed, and as the fall of snow and fey tracks had delayed the train, an attempt was made to make up the lest time by going around the city. The train was going at about thirtyfive miles an hour when it reached the Southest, sta-tion. At this point the local passenger train from track diagonally crossing the main track, and had local at full speed. The shock to the express train was hardly noticeable. No one was injured on the train, not car left the track, and the locomotive was but little bothered, but the local train was actually cut in two. On one side of the main track was the locomotive the local train; on the other side was the repr conc. middle coach, filled with passengers, was turned upside down. Undernerth it were a score of people horrible sight, and the moans and screams of agony were heartrending. A crowd quickly gathered around the terrible wreck. The express train wa emptied, and willing hands speedily relieved the suffering as far as possible. There were some of the victims to whom death had come instantly and in a

blate is divided. The engineer on the express train r.fused to say whether or not be was to blame. The block ignalman showed that his danger signal was set but at this particular point the main line is in the form of a curve, and neither the train nor the signal could be distinctly seen. The station intervenesetween the blocks, and the local train was in part lift den. The local train, however, had just pulled our It was not under ful! speed, and the efficial who charged with starting the local train without doubt is to be blamed. The accident, so sad in esuits, cast a gloom over the whole party. of these on the first section returned to Washingto

"The train carrying the President stopped distance from the wreck, but later pulled up to the distance from the wreck, but later pulled up to it spet. The Fresident saw the horrible damage which had been done, and at first was inclined to return to Washington, but the national importance of the occasion, the large number of people assembled. New-York and the extensive arrangements made compelled him to follow his original plan. Of coursy on know what was done after his arrival. The train which caused the wrech arrival in Jarran which caused the wrech arrival in Jarran which caused the wrech arrival in the waiting room of the station until the list set to came into the big shed. Most of those who were at the train, when the crash came some of the more extincted people became nervous, and one or two wome fainted.

clistice people became services, and services, and call fainted.

Among those who walted in the Jersey City station was Assistant Secretary James R. Soley, of the Navy. He told a Tribune reporter that he saw two boths taken out of the wreck.

Ex-First Assistant Postmaster-General Frank Hatter said that he was in the smoking car, and did not know that there had been an accident until after the train stopped and he looked out of the car. He felt the shock, but it was not a heavy offer.

Senator William D. Washburn, of Minnesota, 5nd Congressman John J. Hemphill, of South Carolina corroborated what had been said by the other passes.

FOUR KILLED IN A COLLISION. MISUNDERSTANDING OF ORDERS IS FATAL TO RAILROAD EMPLOYES.

Reading, Penn., Feb. 22. A wreck occurred on the consylvania Schuylkill Valley rood b tween Phoenix ville and Spring City last night. An empty train of forty coal cars ran tato an extra freight, about one and a half miles west of Spring City. Watson Weller, John Dennis and Walter Brunner, employed by the engine on their way home to Norristown. Welle, and Dennis were killed. The freman, McCord, and the flagman, Davis, of the shifting engine crew, who ive at Phoenixville, were seriously injured, and McCord died while being taken to bis home. Join Forrester, engineer of the shifting engine, was already hurt. The accident was the result of a misunderstanding of orders.

STOCKMEN INJURED IN A COLLISION.

Omaha, Neb., Feb. 22, A dispatch to "The Rec The men were riding in the caboove of the thir section of an easthound stock train which was meet a westbound extra at Havelock. The store the carn falled to head in on the switch, and, fearing a collision, the engineer of the stock train reversely is engine, and then leaped off. The trains camp t gether knocking the pilot off the engine pulling the stock train, which immediately attained a high rate I speed, running backward with ut a man on ngine. A mile and a holf west of Havelock the train ran into the fourth section of the stock train train rad to the fourth section of the steek train killing eighteen head of cattle and smashing the cat and six cars. There were eighteen stockagen in the annoose, but none is believed to be fatally hurt-even were brought to the city and their injurie-

ANOTHER TRIAL OF THE CASSARD.

Baltimore, Feb. 22 (Special). The long, narrow peculiar shaped steamer Howard Cassard, which, the nventor asserts, is to break all records in ocean travel, made another trial trip to day which was mor satisfactory than the first one some months ago. The ice in the river and bay prevented a test of speed, but the new engines and Corlles valve gear worked well and the builders and officers of the company are er urage1. All the steamhouts and tugs in the harbo courage). All the steamboats and this in the barbo-caluted the odd-looking craft as the steamed out. After a short run on the river to test the machiner, the steamer started down the bay, but was compell-te put back on account of the northwest rule. The engines are of peculiar patterns. In an ordinar-s campbip the engines are placed on an elevated plat-ter was the the agenciller short may be worked by form so that the propeller shift may be worked be firect action from the high and low prescure cylin lets. In the Cassard this principle has been reverse nd by means of an intricate engine the cylinder and the main weight of the architecty are now only eight inches above the feel. The narrowness of the vessel made it necessary to place the weight as low as possible.

THE OPERATOR TOO QUICK FOR THE ROBBER Iola, Kan., Feb. 22.-At 4 o'clock this morning a rmed man came into the waiting-room of the Sant-'e depot. Marching up to the Ucket window is smashed in the glass and ordered the operator to three ap his hands. The operator jumped for his revolver and shot the man in the head just above the car. He depped to the floor and the operator went out to call selstance. While he was absent the wounded may crawled out of the depot into a counteld nearby, where he was found this morroing mortally wounded and wa-laken to the county jail.

SENATOR BRICE PAYS HIS OHIO TAXES. Lima, Ohio, Feb. 22.—The somewhat relebrated to Allen County against Senator Calvin S. Brice as settled yesterday. The title of the suit wa *Edward Holman, treasurer, against Calvin S. Brice for \$17,000 omitted taxes and penaltica." The detendant withdrew his demorrer and filed an answer with a tender of \$11,500 20, which was accepted and the case dismissed.

AN ATLANTA CASHIER A DEFAULTER. Atlanta, Ga., Feb. 22,-The directors of the Gat. My National Bank last night announdistant Cashier Lewis Redwine was a Gefaulter. to be unimpaired. The capital of the bank is declared no particulars. Redwine was in the bank until the clesing hour, but has not been seen since. He has been a prominent social leader, and stood high in business circles.

EX-STATE TREASURERS WANT TO SETTLE. Madison, Wis., Feb. 22 .- In the Legislature to-day bill was introduced permitting ex-state Treasurers to settle judgments obtained against them by the state on payment of the amount of interest on public THE CABINET COMPLETED.

MR. CLEVELAND ANNOUNCES HIS FINAL

HILARY A. HERBERT, OF ALABAMA, FOR SECRE-TARY OF THE NAVY, AND RICHARD OLNEY, OF MASSACHUSETTS, FOR ATTORNEY-GENERAL.

Lakewood, N. J., Feb. 22 -Mr. Cleveland an ounced this evening that he had completed his Cabinet by the selection of Richard Olney, of Boston, for Attorney-General, and Hilary A. Herbert, of Alabama, for Secretary of the Navy.

The complete Cabinct is as follows: WALTER Q. GRESHAM, of Indiana, Secretary

JOHN G. CARLISLE, of Kentucky, Secretary of th DANIEL S. LAMONT, of New-York, Secretary of War

HOKE SMITH, of Georgia, Secretary of the Interior

WILSON S. BISSELL, of New-York, Postmaster-Gen RICHARD OLNEY, of Massachusetts, Attorney-Gen

The selection of Hilary A. Herbert for the

Hilary A. Herbert has been in Congress for many years, and has acted as chairman of th Naval Committee of the House. He is thoroughly familiar with the work that has been done toward placing the United States Navy on a proper foot ing, and his knowledge of the present condition of the vessels under construction and which have een planned makes him a most desirable man for the head of the Department. His selection is

also practically a promotion. Richard Olney is one of the leading pracitioners of the Massachusetts bar. He has never seld any political office or been prominent in political matters, but is known as one of eading lawyers and substantial citizens of Bos ton. His selection gives to New England a repreentative in the Cabinet, and that of Mr. Herbert gives three places to the South.

Mr. Cleveland's callers to-day were Daniel S Lamont and Mrs. Lament, who arrived from New York at 3.30 p. m., and left here at 6 o'clock and Father Larkin and Captain P. J. Cunning

and Father Larkin and Captain P. J. Cunningham, of Washington. Father Larkin is an exchaplain in the Army, and Captain Cunningham
has a place in the War Department. Their call
was, they said, parely a patriotic visit to the
President-best on Washington's Eirthday. An
Eichard other was graduated at Brown in 1856, an
Harvard Law School in 1858. He has at benst swice
refused to accept a place on the bench of the supreme
court of Massachasetts. Governor Brasell wanted to
appoint him to this count when the last canny occurred. He once did accept the nomination of the
Democratic party in Massachasett for Attorney General of the State, although, of course, it was only an
ionerary nomination. When the vacancy occurred in
the office of Chief Instite of the United States, Mr.
diney's name was press ted to Mr. theveland, but the
appointment went to Mivigit w. Fuller. Mr. Olney
has always addicted with the Democratic party, except when the party in Massachusetts made General
triller its candidate for Governor. He is general
counsel for the Braten and Maine, the Atchison,
Tepella and Santa Fe and the Chicago, Burlington and
Quitey milicodes.

1846. He was educated at the University of Alama and the University of Victoria. He was adnited to the bur just before the war. He entered to Confederate service as a captain and afterward a dischled at the buttle of the Wilterness, in 1864 e removed to Montgomery in 1872, and in 1876 he ra, elected to Congre s. He was re-elected in 1878, and, 1872, 1881, 1881, 1883 and 1830. Mr. Herert was an active and able member of the Haise and was for s me time chairman of the Committee a Naval Affairs.

MR. CLEVELAND AND THE SILVER CONFERENCE Washington, Feb. 22.-Representative McCreary, of Kentucky, a member of the International Monetary all Conference, saw Mr. Cleveland recently at Lakewood nd had before him a ceneral history of what had een done in the conference. Mr. Me reary, when had last right whether or not the conference would case-mide on May 10, said the adjoirtuncial net he had not by a substantially maintness vote of all the attors represented. It would be a mistake to say, a added, that Mr. Cleveland and any fixed policy four the conference. His sufficient toward the idea of an international Monetary Conference could best a described as "pleasant." The President elect e described as "pleasant," The Proceedings of the im to well informed as to what had taken place ruscels. Mr. Cleveland had said that soon after his concuration, and when he could spire time from one pressing matters, he would take up the subject in monetary contecute and would give it careful ad carnest consideration.

MR. HERUERT'S FITNESS FOR THE POST. Washington, Feb. 22 (pecial), The friends of Representative Herbert Parned to-day with great leasure that Mr. Cleveland had at last offered the cretaryship of the Navy to the able and popula hairman of the House Committee on Naval Affairs there is little doubt that Mr. Herbert will promptly cep; the portfolio, if indeed he has not already aformed Mr. Cleveland of his willingness to do so copic, interested in the Newy will be glad to see s service in the House Mr. Herbert has shown attrictle desire to tring the Navy to a feeting mor Leeping with the dignity and importance of the country. During the time he has been Cheirman of the House Committee on Naval Affairs he has gon for about Committee in School of the efforts to necesse the first. In matters affecting the personnel of the Navy and Marine Corps he has also excepted a familiarity with the condition and needs arbited a familiarity commendable and graffying. Secre-lery Tracy and Mr. II theret are sincers personal and affect fatibles. In all matters of moment to the Savy the Secretary has found that his intended sucor has been a constant ally, and has acted with a frankness and fairness confucive to the bes iterests of the service.

It is said to say that unit r Mr. Herbert's ad crims ration progress in the Navy will continue riends of the Navy recall Mr. Herbert's carne riends of the present Naval policy in his content afteries of the present Naval policy in his content in the flort of the Horse last year with Mr. Holman, when the "concents" sought to have the battle-ship and grimored crisier cut out of the Naval Appro-pitation bill. Mr. Herbert plended carnessly and more-schilly for progress, and to his labors are largely due the lowa and the Brooklan, contracts for the construction of which were recently awarded.

THIRTY SECOND DEGREE MASONS MEET.

Utica, N. Y., Feb. 22.-The seventh annual session the Grand Consistory of Scottish Rite Masons of in thirty-second degree, of New-York State, was held ere to-day. Officers were elected as follows: A. J. rovost, Brooklyn, grand commander-in-chief; W. V. Enbecch, Elimination, first Beutenant grand con nander; Churles H. Trendwell, Oswego, second Her enent grand commander; Frank T. Watson, Clinton rand minister of state and grand orator; Henry L tedfield, Taboklyn, grand secretary; George C. Gill, crocklyn, grand treasurer; F. A. Jones, Hornellsville cand master of ceremonies; J. Harris Balston, Brook yn, grand captain of the guard; J. P. Alids, Norwic and hospitaller; Loy I T. Robinson, Utlea, grand entirel. The thirty-third degree was conferred on

PROBLETIONISTS OF TWO COUNTIES MEET.

The Prohibitionists of New-York and Kines countied ined last night at the Columbia, No. 48 East Fourt enth 5. The National dag was the most prominent feature of the decorations. Three were 200 people at the tables. The mission of the Prohibition party was seriously dis-cussed in the speeches of the evening. William T Warlwell, the sceretary, acted as toustmaster. Jennings Demorest, Theodore Burkes, Mrs. H. Pritchard, A. Hart, James H. Laird, the Rev. Dr.

Thomas Drew Stetson, Dr. C. E. Latimer and Dr. W. H. Draper.

CHICAGO ROADS TIED UP.

THE SWITCHMEN'S STRIKE BEGUN. FEW TRAINS MOVING IN THE BELT LINE YARDS -BURLINGTON ENGINEERS MAY JOIN

THE STRIKERS. Chicago, Feb. 22.-All the switch-tenders employed the yards of the Chicago and Western Indiana

Belt Company struck at 5 o'clock this evening for No trains are moving in or out of Polk Street Depot, and yard traffic on the Louisville, New-Al' any and Chicago, Wabash, Chicago and Eastern Illnois, Shicago and Erie, Grand Trunk and Santa Fe roaus is storped. City policemen are now on guard duty

at Polk Street Depot and adjoining yards. Between

150 and 200 men are out becare they were refused, as they say, an increase in wages from \$45 and \$55 Police Inspector Koch says he anticipates no trouble unless other train employes try to throw the switches. The tailroad officials say the strikers' places will be filled in a few days.

General Manager Thomas, of the Chicago and Western Irdiana, and a committee of the switch-tenters held a conference this afternoon and a compromise ent was reached. The switch-tenders, how ever, declined to accept the report of the committee Navy has been expected for several days; but and quit work without warning. The strike occurred Mr. Olney's name had not been mentioned in at a time of day when suburban traffic is heaviest onnection with the Cabinet, and his selection is and many of those living out of town were unable to reach home to-night. enders are being filled by other employes of the coad, and a few trains were moved during the even-There is no indication of the strike spreading other reads or to other departments of the nd Western Indiana. It is expected that trains

Switchmen's Mutual Aid Association made a demand on the general manager of the Atchison, Topeka and Santa Fe Railway, at Topepa, for an increase of 25 per cent in their wages, all over the line from Chicago to Los Angeles, and the making of certain minor changes in the rules and regulations. The demand was accompanied with the threat of striking if it was not complied with This action of the switchmen was a surprise to all concerned, as it was not thought that any demand would be made before March 1. A few days ago Grand Master Wilson sent out a circular authorizing increase of 25 per cent, and a change in the rules and regulations on or soon after March 1.

The Chicago scale is \$2.50 and \$2.70 a day for day nen and \$2.70 and \$2.00 for night men, the day consisting of ten hours. The general managers of all radiways entering Chicago over the tracks of the Western Indiana or Belt line, held a meeting to-day to

GOVERNOR M'KINLEY ASSIGNS.

HE TURNS ALL HIS PROPERTY OVER FOR THE BENEFIT OF HIS CREDITORS. Cleveland, Feb. 22.-Governor McKinley has been in

he city all the week endeavoring to bring about some djustment of his tangled affairs. To-day the follow-ng plan was decided upon. The Governor has made n absolute and unqualified assignment of his property o Herman H. Kohlsat, of "The Chicago Inter Ocean": Myron T. Herrick, of Cleveland, and Judge Pay, of Canton, Ohio. The property is turned over without preference for the equal benefit of his creditors. Mrs. McKinley has coasiderable property of her own,

which she has all along desired to turn over to be sed in paying the notes that Governor McKinley must meet. Her friends have urged her to retain an interest in the property, but she has steadfastly cfused to listen to any argument, and to-day executed a deed to M. A. Hannax, of this city, putting all her roperty in his hands. He is to do with it whatever a thinks best toward settling up the obligations incurred in the Walker indorsements. Upon being shed if he had anything to say, the Governor replied

"There is little for me to say about this unfortunate affair. I did what I could to help a friend who had befriended me. The result is known. I had no in-terest in any of the enterprises Mr. Walker was carrying. The amount of my indo-sements is in excess of anything I dreamed of. There is but one thing for anything I dreamed of. There is but one thing for me to do—there is but one thing I would do—meet this unlooked-for burden as best I can. I have this day placed in the hands of these well-known gentle-men all the property I own or have an interest in. This will be insufficient to pay my debts. What re-mains I shall execute my notes for and pay them as far as I can."

A CIGARETTE GIRL ENDS HER LIFE.

Margie Dalton, a pretty Irish girl, yesterday ended er life with a dose of carbolic acid. he became acquainted with Jeremiah Hurley. Maglived with her grandmother in a room at No. 314 East Thirty-sixth-st. Hurley, it is said, is the father of her two c lidren. He soon tired of the woman and after the death of her only protector, left her to her

Occasionally she obtained employment as a nurse airl with different New-York families, and about tea months ago, just after the birth of her second child, she accompanied a young married couple to Europe. six weeks ago she returned to New-York, and for time worked in Dukes' cigarette factory. A week ago her baby became sick with pneumonia, and she ago her bany became sick with predmonia, and sae had to give up her place. Hurley, who kept the liquor store on the ground floor of the house where she had once lived, refused to help her, and she was forced to part with her baby, which is now in Bellevue Hospital. Yesterday she went to Hurley's store and made an appeal to his mercy. He repelled her with She left the place, but later she returned to the tore, and in tourley's presence, drank a bottle of arbolic acid. In twenty minutes she was dead,

MRS. DUDLEY BUCK'S MOTHER BURNED TO DEATH Burlington, N. J., Feb. 22.-Julia Van Wagoner, eighty years old, was seriously burned to night at her on's house, and died two hours afterward in terrible geny. It is supposed that Mrs. Van Wagoner, after ighting the lamp, had accidentally pulled it from the mentel place, when the oil leaking from the lamp gnited her clothing. The house was slightly damaged

PRESIDENT ELIOT UNABLE TO VERIFY IT.

Boston, Feb. 22 (Special).-At the Harvard alumni dinner in Washington last night the statement was made that a wealthy New-England retired merchant and left his entire estate, valued at between \$2, 00,000 and \$4,000,000, to Harvari College. This talement was referred to Fresident Eliot by a reporter to-night and he said that he did not know anything about it. Of course he could not say that it was not true, and he earnestly wished it might be true, but he was not able to verify the report.

NOT INDORSED BY HIS COMRADES.

Camden, Feb. 22.-The members of the Union Vetcan Legion of this place are involved in the trouble was caused by the action of Captain McGrath, the president of the Legion, writing a let er to a Philadelphia newspaper indorsing Presidentlect Cleveland's position in the pension matter. John Dowe, one of the leading Republican members of the Legion, has sent a communication to the Legion in which he says he will refuse henceforth to take part which he says he will refuse henceforth to take part in any of the affairs of the organization on account of Captain McGrath's action, which he says reflects on the veterans of the late war. It is expected that a number of the members of the Legion will resign-on account of Captain McGrath's actions in support-ing President Cleveland.

A YOUNG BROKER KILLS HIMSELF.

Henry Young, twenty-five years old, of No. 140 Secondwark, died vesterday from self-inflicted wounds in the throat. He cut his throat a few days ago. Hamlin and James E. Ramsey were the speakers.

A few of those present were Mrs. James H. Laird.

Mrs. A. Major, Mrs. John Burry, Mrs. J. A. Wilson.

Georgo R. Seott, Horace Waters, the Rev. Drs. L. A.

Wilson, J. A. B. Wilson and H. G. Meyers, Judge WEATHER AT ITS WORST.

SPIRITS OF THE STORM HOLD HIGH REVEL

TUGBOAT CAPTAINS REAP A HARVEST-FERRY TRAVEL DELAYED BY ICE.

The prudent man rises while it is yet night and girds himself with a chest protector, a mackintosh and a linen duster. He carries a block of ice on his head, a fan in his pocket, a pair of snow-shoes on his back, an umbrella in his hand and a pair of overshoes on his feet. Then the weather laughs the prudence of that man to scorn and turns his wisdom to chattering foolishness. Rain, snow, shine, cloudiness and then a cold wave tell the story of the weather for the last thirty-six hours. Yesterday there were flurries of snow which fluttered through the air like elder down; then the sunshine glinted over the housetops and bathed the city in yellow light, and last of all a blast from the lusty lungs of the northwest wind swept over the island and spread chill and discomfort.

The streets were inundated with slush, and sluggish rivers of water and mud crept along the street-car tracks. The crossings were sloughs and the gutters were narrow pools. Rubber overshoes afforded but slight protection from the ice-cold slush which cum-bered the earth. Shoes as light as fairy boots and goloshes and arctics as heavy as ferrybonts were alike unable to resist the influx of the flood. They unseaworthy craft, which shipped great quantities of bilge water at every step. There were exin the streets. No sooner did unwary pedestrians try to make their way across them than there was a swish of slush, and the shoe-tops of the adventurous one sank below the water-line. The street-car comwhich the water collected and was splashed high in air by the hoofs of the prancing steeds which draw the equipages of the lowly over the iron ralls.

stage coaches on Fifth-ave. made rapid semi-occasional trips. There was considerable dis-satisfaction with the rule which provides that children semi-occasional trips. of tender age be carried for half fare. To guard against future loss full fare was collected for all infants in arms whose parents wished to ride as

far as Seventy-sixth-st. The elevated railroad trains were running under their usual headway. The men who pose as cleaners of the streets sauntered aimlessly ing at the semi-fluid mass that could be neither shovelled ner swept, and wondered what the people of New-York were going to do about it. The compound of snow and water seemed to have been prepared from a special recipe. As slush it should have been marked A1. The rivers were blocked with ice, and the ferryboats could not get into their slips without backing several times.

It was a day of ingathering for the tugboat captains. A fleet of tugs went down the bay on the lookout for vessels hemmed in by the ice. In consideration of a few hundred dollars the tugboat captains were willing to play the part of good Samaritans at any time. Lighters and barges ran aground or were hemmed in by the ice. Incoming steamers could not get to their piers without the assistance of several

The harbor was like a big punch bowl filled with pieces of cracked ice. The ice stretched about from shore to shore in the East River. All ferrybonts were more or less delayed. Their slips were kept from filling up by the work of the tugbeats.

ferries abandoned schedule time, and the South Brooklyn and Staten Island boats could hardly make a trip in an hour.

The ferryboat Hudson City of the Pennsylvania Railroad left its slip at Jersey City last night between 6 and 7 o'clock for Desbrosses-st, with a large number of passengers on board and also a large number of passengers on board and also a large quantity of mail and express natter. When the boat was obliged to return to her slip at Jersey City and unload her cargo to the ferryboat Cincinnati, running on the Cortlandt-st, route. The Hudson City did not return to her slip till 7:30 o'clock. The ice in the river was so great that the company was obliged to stop running boats to Desbrosses-st, after the Hudson City met with her necident. The average time, reterday of a trip between Jersey City and New-York was about thirty minutes.

The tuzboat Grapeshot, which ties up at night at Fourteenth-st. Hooken, was sunk at 5 o'clock yesterday morning, the wedged ice about her having cut a hole through her hull. There was no one on board at the time but the watchman, who escaps to the dock as the boat went down. The amount of damage cannot be ascertained until the boat is raiset, which will be done as soon as the weather permits.

Around the Upper Bay the wind blew at the rate of thirty-six miles an hour, and off sandy Hook last night, the spirits of the storm held a carnival down the harbor last night, compared with which a night on the recken was as unexciting as a pink tea. The weather officials predict that there will be clear weather, followed by rain to-day.

RAILROADS BADLY CRIPPLED.

TRAINS DELAYED OR ABANDONED BY REASON OF THE STORM.

VILLAGES IN NORTHERN NEW-YORK BURIED UNDER THREE FEET OF SNOW-WORSE THAN THE GREAT BLIZZARD OF 4888-THE SNOW DRIFTING

> BADLY. [BY TELEGRAPH TO THE TRIBUNE.]

Albany, Feb. 22.-After eighteen continuous hours of storm the snow stopped falling about 6 o'clock to night, storm the snow stopper and the precipitation measuring fifteen inches. This is the greatest fall of any single storm since March, 1885, and, added to the liberal supply remaining from the last storm, has piled the streets high up and made the narrower ones impassable. A stiff northwest wind of fifteen to twenty-six miles an hour is drifting the snow badly, and in some streets the banks are ten feet high. Trains from all directions are from two to ten hours late, despite the fact that they are made up as light as possible, and are drawn by two and three engines each. Those from the East are the latest, the storm in that section having been the heaviest. Elec-tric cars ran only within the city proper. Regular trains on the Boston and Albany are abandoned. the surprise of most of the citizens, Company B, 10th the surprise of most of the cilizens, Company B, 10th Battallon, Captain G. James Greene, made a street parade this afternoon. It is a time-honored custom of the company to parade on Washington's Birthday. Poughkeepsle, Feb. 22 (Special).—The heaviest snow storm since the great biltzard of 1888 began last

evening and continued until 4 o'clock this afternoon, leaving sixteen inches on the level and snowdrifts ten feet deep. During the morning three through trains bound south on the New-York Central and Hudson River Railroad were stalled north of Cold spring. A wrecking train and 100 men were sent from here to shovel them out. They lay there six hours. During the day ten local trains were dis-continued, and also the Saratoga train leaving New-York at 3:30 p. m. On the Philadelphia and Reading road an express train from the West was snowed in at East Walden, and on the New-York and Massachusetts road trains were discominued early in the morning for the day. On the Newburg, Dutchess and Connecticut a train left Millerton this morning, got as I ine Plains and was discontinued. On the West Shore through trains also had a hard time of it. Country highways in every direction are almost impassable. On the Harlem Railroad the mail train which left New-York this morning got as far as Millerton, and being unable to get further returned to

Glens Falls, N. Y., Feb. 22.-The streets of Glens Falls and of all the vilinges in Northern New-York are buried three feet deep in snow. The piles of snow that are in many of the streets are fifteen feet high.

This is the heaviest storm in years. Rondout, N. Y., Feb. 22.-The snowstorm which began here about 9 o'clock last night is one of the most severe ever remembered. At Catskill, Hudson and Saugertles the streets are practically deserted and the roads leading to the surrounding country are impassable. Raliroad communication has been in-terrupted on all raliroads leading to Kingston. Trains are stalled on the Uister and Delaware and Walkill Valley railroads, the rock cuts, of which there are many on both of these roads, being filled with snow to a depth of from eight to ten feet. On the latter road trains have been unable to go beyond Forest Glen since Saturday last, owing to the filling of a cut, and the present storm has made things much worse. Memorial services and other events arranged for the celebration of Washington's Birthday have

been postponed, owing to the storm. Rochester, Feb. 22.—Snow began falling here at 9 o'clock last night and continued to-day. Street car traffic is impeded. Advices from the railroads say that all trains are late and that drifts are forming

Continued on Second Page,